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ANNEX K. Railway security reports

ATTACHMENTS

Message K-1 Message from Railway Security Advisor, II
Zone, 6 December 1962

Message K-2 Message from Railway Security Advisor, II
Zone, 15 November 1962

Report K-3..... II Zone Railway Security Advisor's Monthly
Report, 9 December 1962

Report K-4. II Zone Railway Security Advisor's report,
7 December 1962

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ANNEX K

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ANNEX K

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Monthly Test Report Number 2 -- Mohawk

Message K-1, ANNEX K

From: Railway Sec Adv, II Zone, Nha Trang, 6 Dec 62

To: Railway Sec Adv Studies & Analysis Br, O&T Div, USASEC, MAAG

Reference Msg HR

Revise to read: Armored Patrol Train, Northbound, derailed by VC tampering with 16 rails at KM 1548.65 (AN 743/155) at 0623, 6 Dec 62. Three flatcars, one chief of train car, and one locomotive derailed. Two lead flatcars off roadbed. No VC attack, no weapons or equipment lost, and one minor injury to train crew.

23rd Avn Det (Mohawk) alerted 1032 hours, departed 1049 hours, for photo mission and reconnaissance of tracks in area.

Mohawk spotted rail separated at NA ~~000345~~ at 1138 and reported same to south-bound passenger train then north of said point. Train stopped at Song Luy station pending repairs of rails.

Mohawk spotted a single man dressed light color clothing with straw hat prying rails loose from rail ties at AN 920/289 at 1140 hours; three rails had already been separated and man was working on fourth. Aircraft turned for better view and man had disappeared.

All information reported immediately to appropriate MRSS unit.

Mohawk on return run noted large number GVN troops establishing security around cut at AN ~~000345~~.

Net reading of aerial photos at 1425 by undersigned indicates all damage to be minor in nature.

Estimated that traffic flow will be restored by ~~0200~~ hours, 7 Dec 62.

K-1 (Annex K)

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K-1 (Annex K)

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Monthly Test Report Number 2 -- Mohawk

Message K-2, ANNEX K

From: Railway Sec Adv, II Zone, Nha Trang, 15 Nov 62

To: Railway Sec Adv Studies & Analysis Br, O&T Div, USASEC, MAAG

Northbound freight train, unescorted, fired on by VC at KM 1351.6 (BP 962/300) at 1810 hours, 15 Nov 62. A number of tank cars punctured. No casualties, no equipment lost, and no damage to rolling stock except as reported above.

Train Nr 2, passenger, escorted, stopped at KM 1352.65 (BJ 960/285) at 1930 hours, 15 Nov 62, by VC constructed obstruction on tracks. Train proceeded at 1948 hours. No casualties, no damage to rolling stock, and no equipment lost. VC left propaganda leaflets along track in vicinity of rail obstruction.

Telegraph line cut by VC in above areas.

Mohawk took up surveillance at about 2000 hours, dropped first flare at 2010 and followed passenger train to point north of Suoi Dau station.

First information on incidents received Nha Trang at 1905 hours, by Nha Trang station TR-20.

K-2 (Annex K)

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K-2 (Annex K)

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Monthly Test Report Number 2 — Mohawk

Report K-3, ANNEX K

Railway Advisor's Monthly Report (U), Railway Security Advisor, II Zone
9 December 1962

1.(K) NUMBER OF INCIDENTS IN ZONE:

A. RAILS REMOVED OR SEPARATED	5*
B. MINING OF TRAIN	1*
C. VC ATTACKS ON TRAIN OR WICKHAM TROLLEYS	3**
D. OBSTACLES ON TRACK	1***
E. VC FIRING ON MOVING TRAIN	1***
F. TRAINS DERAILED	4*/**
G. THEFT OF REPAIR CREW'S EQUIPMENT	1
* THREE OF TRAIN DERAILMENTS IN "F" WERE A RESULT OF ACTION IN "A" ONE DERAILMENT WAS RESULT OF ACTION IN "B"	
** ONE VC ATTACK ON TRAIN WAS IN CONJUNCTION WITH MINING OF TRAIN. ONE VC ATTACK ON TRAIN WAS IN CONJUNCTION WITH RAIL REMOVAL.	
*** INCIDENTS IN "D" AND "E" TOOK PLACE WITHIN ONE HOUR AND TWENTY MINUTES OF EACH OTHER AND WITHIN .. ONE KILOMETER AREA..	

FOR THE MONTH OF NOVEMBER 1962, A TOTAL OF 9 INCIDENTS

<u>DAMAGE</u>	<u>WPNS OR EQUIP LOST</u>	<u>PILFERED</u>	<u>BURNED</u>
2 LOCOMOTIVES	NONE	TRACK CREW	NONE
10 RAILROAD CARS, ONE BADLY DAMAGED.		REPAIR EQUIP- MENT.	
2 PAIR FISHPLATES PLUS BOLTS.		MISC ITEMS	
3 RAILS		FROM THACH TUNN STATION	

VC
KIA: 3 WIA: UNKNOWN

GVN
KIA: 0 WIA: 2*
*TWO RAILROAD EMPLOYEES
RECEIVED MINOR INJURIES
AS A RESULT OF MINE DE-
RAILMENT OF TRAIN 6/11/62.

2.(K) CURRENT STATUS OF

A. EQUIPMENT AND SUPPLIES: NO CHANGE.
B. 963D CIVIL GUARD COMPANY IS STILL SHORT 10 GARAND,
M1, RIFLES. THE 954TH CIVIL GUARD COMPANY IS MINUS THE FOLLOWING M&P
EQUIPMENT:

A. 3, BAR'S	B. 5, GARAND, M1'S	C. 1, PISTOL, CAL 45
D. 1, LMG, 30 CAL	E. 2, MORTARS, 60MM	F. 9, GRENADE LAUNCH- ERS.

K-3 (Annex K)

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K-3 (Annex K)

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C. PROJECTS: ALL PROJECTS PENDING AT THE END OF OCTOBER 1962, ARE STILL PENDING FINAL COMPLETION.

D. TRAINING: THE 96TH CIVIL GUARD BN, SAIGON, CONTINUES TO ABSORB A LARGE PERCENTAGE OF RAILWAY SECURITY TROOPS IN VARIOUS TRAINING ACTIVITIES. THE RELATIVE STRENGTH OF THE CIVIL GUARD UNITS OF THE MRSS, II ZONE, BASED ON AVAILABLE FOR DUTY FIGURES HAS NOT CHANGED SIGNIFICANTLY DURING NOVEMBER. THE CHIEF, MRSS, VIETNAM, ISSUED ORDERS THROUGH HIS CHANNELS THAT ALL TRAINING IN SAIGON WOULD CEASE; HOWEVER, THE CIVIL GUARD COMPANY COMMANDERS OF THE MRSS, II ZONE, WERE THREATENED WITH PUNISHMENT IF THEY DID NOT CONTINUE TO SEND TROOPS TO SAIGON FOR TRAINING BY THE 96TH CIVIL GUARD BN.

THE 625TH CG COMPANY GAVE UNIT TRAINING DURING NOVEMBER TO THREE PLATOONS ON THE 14G, 30 CAL.

ALL PERSONNEL OF THE MRSS, II ZONE, RECEIVED ON THE JOB TRAINING.

THE 963D CG COMPANY CONDUCTED TRAINING ON CREW SERVED WEAPONS FOR THE WICKHAM TROLLEY PATROL STATIONED AT TUY HOA.

E. ASSIGNED TROOPS: NO SIGNIFICANT CHANGE.

3. (C) SIGNIFICANT ACCOMPLISHMENTS DURING MONTH:

A. ESTABLISHED A NIGHT SURVEILLANCE, OBSERVATION, FLARE DROP, AND NIGHT PHOTOGRAPHY SYSTEM FOR SUPPORT OF THE MRSS, II ZONE.

B. ESTABLISHED A WORKING AGREEMENT WITH MR ANTHONY J. BARTOLOMUCCI, REGIONAL OFFICER, USOM, PUBLIC SAFETY DIVISION, TECHNICAL STUDIES, STATIONED AT NHA TRANG. MR BARTOLOMUCCI WORKS WITH THE POLICE OF THE COASTAL PROVINCES OF THE II CORPS. HE AGREED TO ASSIST THE MRSS IN ANY WAY POSSIBLE IN IMPROVING THE POLICE INVESTIGATION OF RAIL SECURITY INCIDENTS.

C. A TR-20 WAS INSTALLED IN THE 23D SW AVN DET OPERATION OFFICE TO ENHANCE COMMUNICATIONS BETWEEN THE MRSS, UNESCORTED TRAINS IN KHAN HOA PROVINCE, AND THE 23D SW AVN DET. A STUDY WAS MADE ON THE POSSIBILITY OF INSTALLING TR-20'S IN THE MOHAWK AIRCRAFT WITH NEGATIVE RESULTS.

D. A GROUND IDENTIFICATION SYSTEM WAS RECOMMENDED TO CAPTAIN NAM, HE DISCUSSED IT WITH LOCAL RAILROAD OFFICIALS, AND FINAL IMPLEMENTATION AWAITS HIS ORDER DIRECTING THE RAILROAD COMPANY TO COMPLY.

E. VNAF NOTIFIED THE MRSS BY AN ORDER DATED 15 NOV 62, II CORPS, THAT A FLARE SHIP WOULD BE AVAILABLE IN NHA TRANG EACH NIGHT TO SUPPORT THE MRSS.

F. SUB-ASOC, II CORPS, NOTIFIED THIS OFFICER ON 16 NOV 62, THAT A FLARE SHIP WAS AVAILABLE IN NHA TRANG TO SUPPORT THE MRSS AT NIGHT. CHIEF, SUB-ASOC, II CORPS, ALSO STATED THAT CAPTAIN NAM COULD REQUEST STRIKE AIRCRAFT SUPPORT THROUGH THIS ADVISOR AND SUB-ASOC FROM FARMGATE FOR NIGHT SUPPORT OF A TRAIN UNDER ATTACK.

G. T-28 AIRCRAFT AND L-19 AIRCRAFT OF VNAF HAVE INCREASED THEIR EFFORTS TO SUPPORT THE MRSS BY LOW LEVEL RECONNAISSANCE OF THE RAILROAD IN II CORPS.

H. SATURATION LOW LEVEL AERIAL FLIGHTS OVER THE RAILROAD IN THE II ZONE, MRSS, IS BEING ACHIEVED IN SOME OF THE MORE CRITICAL AREAS. FLIGHTS OVER THE AREA IN VAN CANH - LA HAI AND THACH TURN - DAI LANH HAVE NUMBERED AS HIGH AS SIX PER DAY DURING NOVEMBER 1962.

I. A PROGRAM TO USE THE MOHAWK LEAFLET DROP CAPABILITY TO PROPAGANDIZE THE CITIZENS OF VIETNAM WHO USE THE RAILROAD RIGHT-OF-WAY AS A MAIN THROUGH-WAY

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AS WELL AS THOSE PERSONS WHO LIVE IN THE IMMEDIATE AREA OF THE RAILROAD WAS PRESENTED TO CAPTAIN N.M. AND IS NOW PENDING RECEIPT OF APPROVAL BY HIS HIGHER HEAD-QUARTERS

4. (K) PROJECTS, NEW:

- A. TO IMPLEMENT A LEAFLET DROP PROPAGANDA PROGRAM IN THE II ZONE MRSS.
- B. TO COMPLETE SEVERAL OF THE PENDING PROGRAMS.

5. (K) PROBLEM AREAS:

- A. THERE IS A CONTINUING SHORTAGE OF CW RADIO OPERATORS FOR THE ANGRG/9'S.
- B. ALL THOSE ITEMS LISTED IN "RAIL SECURITY ADVISOR MONTHLY REPORT" FOR OCTOBER 1962.

6. (K) RECOMMENDATIONS:

IN VIEW OF PENDING POSSIBLE REORGANIZATION OF MRSS NO RECOMMENDATIONS ARE WARRANTED AT THIS TIME.

7. (K) COMMENTS:

- A. PROCUREMENT OF THE ANV109 OR AVRC10 RADIOS RECOMMENDED LAST MONTH WILL GREATLY ENHANCE THE AIR TO GROUND COMMUNICATION CAPABILITY OF THE MRSS.
- B. NO INFORMATION HAS BEEN RECEIVED ON THE DOG TEAMS AND HANDLERS RECOMMENDED LAST MONTH AND DISCUSSED WITH MAJOR MILLER, STUDIES AND ANALYSIS BR, O&T DIV, USASEC, MACG DURING THE FIRST WEEK OF NOVEMBER 1962.

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Monthly Test Report Number 2 -- Mohawk

Report K-4, ANNEX K

Railway Security Advisor's Report on Period 1 Jun - 30 November 1962
Railway Security Advisor, II Zone
7 December 1962

1.(K) NUMBER OF INCIDENTS IN ZONE:

A. VC THEFT OF TRACKWALKER EQUIPMENT	2
B. VC ATTACK ON WICKHAM TROLLEY PATROL	1
C. VC ATTACK AND BURNING OF TRAIN	1
D. VC DERAILMENT OF TRAIN	1
E. VC REMOVAL AND/OR SEPARATION OF RAILS	2
F. VC MINING OF BRIDGE	2
G. VC FIRINGS ON MOVING TRAINS	4

FOR THE MONTH OF JUNE 1962, A TOTAL OF 13 INCIDENTS.

<u>DAMAGE</u>	<u>WPNS OR EQUIP LOST</u>	<u>PILFERED</u>	<u>BURNED</u>
1,000 METERS TELEGRAPH LINE	1 LMG, 30 CAL	1 BAG WITH	5 FREIGHT
278 METERS OF RAIL	1 AR 24/29	SIX FIRE-	CARS
2 WICKHAM TROLLEYS	3 M16 36	CRACKERS	
2 BRIDGES	1 GRENADE LAUNCHER	6 FIRE-	
3 LOCOMOTIVES	FOR M16 36.	CRACKERS	
3 RAILROAD CARS	1 PISTOL, CAL 45	1 RED FLAG	
1 TRACKWALKER HUT	2 BAGS GRENADES		
1 LMG, 30 CAL. BARREL	1 ANPRC/10		

VC
KIA: 20 VC KILLED AND WOUNDED
IN ACTION.

GVN
KIA: 3 WIA: 14*
* TOTAL WOUNDED INCLUDES 5
CIVILIAN RAILROAD EMPLOYEES.

2.(K) NUMBER OF INCIDENTS IN ZONE:

A. VC TRAIN ATTACKS
B. VC REMOVAL AND/OR SEPARATION OF RAILS OR CUTTING OF TELEGRAPH LINE
C. VC FIRINGS ON MOVING TRAINS
D. VC MINING OF TRAIN

FOR THE MONTH OF JULY 1962, AT TOTAL OF 26 INCIDENTS.

<u>DAMAGE</u>	<u>WPNS OR EQUIP LOST</u>	<u>PILFERED</u>	<u>BURNED</u>
544 METERS OF RAIL	NONE	1 RED FLAG	NONE
4 RAILROAD CAR BY RIFLE FIRE		1 LUG WRENCH	
4 LOCOMOTIVES		2 FIRE-	
2 RAILROAD CARS		CRACKERS	
		3 TONS FREIGHT	
		6 CASES BEER	

K-4 (Annex K)

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K-4 (Annex K)

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KIA: 0 WIA: 0 KIA: 1 GVN WIA: 2

3. (K) NUMBER OF INCIDENTS IN ZONE:
- A. RAILS REMOVED OR SEPARATED 8
 - B. MINE INCIDENTS 1*
 - C. TRAIN DERAILMENTS 2**
 - D. TRAIN ATTACKS 1*
- FOR THE MONTH OF AUGUST 1962, A TOTAL OF 10 INCIDENTS.
 * B AND D ARE FROM SAME INCIDENT.
 ** ONE DERAILMENT SAME INCIDENT AS B AND D.

<u>DAMAGE</u>	<u>WPNS OR EQUIP LOST</u>	<u>PILFERED</u>	<u>BURNED</u>
2 PASSENGER CARS, MAJOR	NONE	10 FIRECRACKERS	NONE
7 RAILROAD CARS, MINOR		2 RED SIGNAL	
288 METERS OF RAIL		FLAGS	
	VC	GVN	
KIA: 10	WIA: REPORTED 20 KILLED OR WOUNDED	KIA: 11	WIA: 53

4. (K) NUMBER OF INCIDENTS IN ZONE:
- A. RAILS REMOVED OR SEPARATED 1
 - B. MINE INCIDENTS 5*
 - 1) BRIDGE 1
 - 2) TRAIN 3
 - 3) MINE REMOVED BEFORE DETONATION 1
 - C. VC ATTACK ON TRAIN 2*
 - D. VC ATTACK ON RAILROAD STATION 1
 - E. TELEGRAPH LINE CUT 2
 - F. BALLAST REMOVED 1
 - G. OBSTACLES ON RAILROAD 1
 - H. MOLESTING OF TRACKWALKER 1
- * TWO CH MINE INCIDENTS LISTED IN "B" WERE IN CONJUNCTION WITH ATTACKS ON TRAINS LISTED IN "C".

FOR THE MONTH OF SEPTEMBER 1962, A TOTAL OF 12 INCIDENTS.

<u>DAMAGE</u>	<u>WPNS OR EQUIP LOST</u>	<u>PILFERED</u>	<u>BURNED</u>
1,350 METERS TELEGRAPH LINE	NONE	247 PLASTERS	NONE
272 CROSSTIES		1 GASOLINE	
1 LOCOMOTIVE		LANTERN	
1 FREIGHT CAR, MAJOR		1 THREE FACED	
3 FREIGHT CARS, MINOR		KEROSENE	
1 PAIR FISHPLATES AND		LANTERN	
17 BOLTS		6 FIRECRACKERS	
1 BRIDGE SUPPORT COLUMN		WITH BAG	
OFFICE FURNITURE CHI		4 REELS TELE-	
THANH STATION.		GRAPH TAPE	
		2 WHISTLES (RR)	
		3 RED FLAGS	
		1 LUG WRENCH (RR)	

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KIA: VC UNKNOWN WIA: UNKNOWN KIA: GVN 0 WIA: 4

5.(K) NUMBER OF INCIDENTS IN ZONE:

- A. RAILS REMOVED OR SEPARATED 4*
- B. MINE INCIDENTS 6*
 - 1) BRIDGE 3
 - 2) TRAIN 3
- C. VC ATTACKS ON TRAIN(WICKHAM TROLLEYS) 2*
- D. TELEGRAPH LINE CUT 1*
- * ONE MINE INCIDENT WAS IN CONJUNCTION WITH ATTACK ON WICKHAM TROLLEYS. TWO RAIL REMOVALS WERE IN CONJUNCTION WITH ATTACK ON WICKHAM TROLLEYS.
- ** CUTTING OF TELEGRAPH LINE WAS IN CONJUNCTION WITH ATTACK ON WICKHAM TROLLEYS.

FOR THE MONTH OF OCTOBER 1962, A TOTAL OF 10 INCIDENTS.

<u>DAMAGED</u>	<u>WPNS OR EQUIP LOST</u>	<u>PILFERED</u>	<u>BURNED</u>
1,750 METERS OF TELEGRAPH LINE	NONE	NONE	NONE
400 METERS OF RAIL			
2 LOCOMOTIVES			
2 WICKHAM TROLLEYS			
12 RAILROAD CARS			
20 INSULATORS			

VC
KIA: 15* WIA: 2*
* THESE FIGURES REPRESENT ONLY THOSE CASUALTIES THAT ARE CONSIDERED CONFIRMED BY MRSS.

GVN
KIA: 1* WIA: 30*
*MRSS LOSSES: 1 KIA AND 7 WIA
FIGURE FOR WIA ABOVE INCLUDES 14 CIVILIANS, ALL CASUALTIES OTHER THAN MRSS WERE RESULT OF MINE EXPLOSIONS OR SUBSEQUENT DERAILMENT.

6.(K) NUMBER OF INCIDENTS IN ZONE:

- A. RAILS REMOVED OR SEPARATED 5*
- B. MINING OF TRAIN 1*
- C. VC ATTACKS ON TRAIN OR WICKHAM TROLLEYS 3**
- D. OBSTACLES ON TRACK 1***
- E. VC FIRING ON MOVING TRAIN 1***
- F. TRAINS DERAILED 4*/**
- G. THEFT OF REPAIR CREW'S EQUIPMENT 1
- * THREE OF TRAIN DERAILMENTS IN "F" WERE RESULT OF ACTION IN "B".
- ** ONE VC ATTACK ON TRAIN WAS IN CONJUNCTION WITH MINING OF TRAIN. ONE VC ATTACK ON TRAIN WAS IN CONJUNCTION WITH DERAILMENT BY RAIL REMOVAL.
- *** INCIDENT "D" AND "E" TOOK PLACE WITHIN ONE KILOMETER AREA AND DURING A TIME FRAME OF ONE HOUR AND TWENTY MINUTES.

FOR THE MONTH OF NOVEMBER 1962, A TOTAL OF 2 INCIDENTS.

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<u>DAMAGED</u>	<u>WPNS OR EQUIP LOST</u>	<u>PILFERED</u>	<u>BURNED</u>
2 LOCOMOTIVES	NONE	TRACK CREW RE-PAIR EQUIPMENT	NONE
10 RAILROAD CARS, ONE BADLY DAMAGED		MISC. ITEMS FROM THACH TUAN STATION	
2 PAIR FISHPLATES PLUS BOLTS			
3 RAILS			

KIA: 3 VC WIA: UNKNOWN

KIA: 0 GVN WIA: 2*
* TWO RAILROAD EMPLOYEES RECEIVED MINOR INJURIES.

7.(C) ANALYSIS:

- A. THE FREQUENCY OF INCIDENTS IS DECREASING.
- B. THE MAGNITUDE OF THE INCIDENTS IN RELATION TO DANGER TO PASSENGERS AND FREIGHT HAS DECREASED. THE TOTAL MONETARY LOSS TO THE RAILROAD HAS REMAINED CONSTANT. THIS CONTINUED DAMAGE TO ROLLING STOCK AND A RECOMMENDED SOLUTION WAS DISCUSSED IN DETAIL IN A REPORT, THIS ADVISOR, DATED 26 NOV 62, SUBJECT: "DERAILMENT OF NIGHT TRAIN (U) (C)", ATTACHED AS INCLOSURE NR 1. DAY-LIGHT ACTIVITY AGAINST THE RAILROAD BY THE VC IN II ZONE HAS BEEN VERY MINOR SINCE 16 OCT 62.
- C. THE DECREASE IN MAGNITUDE OF INCIDENTS IN II ZONE IS BELIEVED TO BE A DIRECT RESULT OF CLOSE AIR TO GROUND LIAISON, RAPID RESPONSE OF STRIKE AIRCRAFT TO REQUEST FOR AIR SUPPORT BY THE MRSS, INCREASED ACTIVITY BY GOVERNMENT TROOPS IN THE COASTAL PROVINCES, AND IMPROVED MORALE AMONG RAILWAY SECURITY CIVIL GUARD PERSONNEL. REFERENCE IS MADE TO A REPORT, THIS ADVISOR, DATED 19 NOV 62, SUBJECT "RAILWAY SECURITY, II ZONE (U) (C)", ATTACHED AS INCLOSURE NR 2, WHICH SET FORTH AN ANALYSIS OF A SIXTY DAY PERIOD OF OPERATIONS IN THE II ZONE, MRSS, WITH REASONS FOR INCREASES AND DECREASES IN NUMBER OF INCIDENTS.
- D. RAIL SECURITY ADVISOR CONTRIBUTIONS: NO EFFECTIVE ACTION IN THE II ZONE, MRSS, COULD HAVE BEEN ACCOMPLISHED WITHOUT THE ACTIVE COOPERATION AND CONFIDENCE OF CAPTAIN VO VAN NAM, CHIEF MRSS, II ZONE, ALL UTILIZATION OF AIRCRAFT LISTED BELOW AND AGREEMENT TO PROVIDE REINFORCEMENTS, WHEN NECESSARY, WAS ACCOMPLISHED THROUGH COORDINATION WITH SENIOR ADVISOR II CORPS AND HIS STAFF.
 - 1) ESTABLISHED DIRECT COMMUNICATION BETWEEN MRSS AND STRIKE AIRCRAFT UNIT, II CORPS, STATIONED AT NHA TRANG. THIS ACTION HAS REDUCED AIR SUPPORT RESPONSE TIME LAPSE BETWEEN TIME OF REQUEST AND ARRIVAL OF AIRCRAFT ON THE SCENE FROM HOURS TO MINUTES.
 - 2) ESTABLISHED DIRECT COMMUNICATIONS BETWEEN MRSS AND OBSERVATION AIRCRAFT (VNAF) THAT SUPPORT THE STRIKE AIRCRAFT AND SERVE AS OBSERVATION AIRCRAFT FOR SPECIAL TRAINS.
 - 3) PUSHED THE PROGRAM FOR M&M EQUIPMENT FOR THE CIVIL GUARD UNITS ASSIGNED TO THE II ZONE, MRSS: THEREBY, REDUCING WEAPONS AND AMMUNITION MAL-FUNCTIONS DURING COMBAT AND IMPROVING OVERALL MORALE OF ESCORT PERSONNEL.
 - 4) EMPHASIZED THE IMPORTANCE OF EARLY DETECTION AND RAPID REPAIR OF VC SABOTAGE.
 - 5) EMPHASIZED IMPORTANCE OF EQUIPPING ALL PATROL TRAINS WITH PROPER REPAIR EQUIPMENT AND PERSONNEL.
 - 6) ESTABLISHED A DAILY AIR SURVEILLANCE AND/OR RECONNAISSANCE SYSTEM FOR THE RAILROAD IN II ZONE AS OF 30 OCT 62.

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7) DEVELOPED A NIGHT AIR SUPPORT PROGRAM IN COORDINATION WITH THE 23D SW AVN DET AFTER THEY BECAME OPERATIONAL. A DIRECTIVE FROM FIELD COMMAND PLUS STATEMENTS BY VNAF PERSONNEL ESTABLISHED THAT VNAF IN II CORPS COULD NOT FURNISH NIGHT AIR SUPPORT FOR THE MRSS. THE NIGHT SUPPORT PROGRAM WAS TESTED AND THEN SUCCESSFULLY EXECUTED ON 6 AND 15 NOV 62.

8) ENCOURAGED COUNTERPART TO REQUEST II CORPS TO ESTABLISH FIXED MORTAR AND ARTILLERY POST IN CRITICAL AREAS TRAVERSED BY THE RAILROAD. A REQUEST WAS PREPARED AND SUBMITTED TO II CORPS WITH THE APPROVAL OF THE CHIEF, MRSS, VIETNAM.

9) ESTABLISHED AN AIR TRANSPORT SYSTEM BY FIXED WING AIRCRAFT FOR ESCORT PLATOONS IN THE II ZONE FOR RAPID MOVEMENT TO THREATENED POINTS OR FROM POINTS WHERE SURPLUS TROOPS HAVE ASSEMBLED AS A RESULT OF TRAFFIC INTERRUPTIONS, THUS INSURING MAXIMUM EFFECTIVE USE OF AVAILABLE MANPOWER.

10) ACCOMPLISHED NECESSARY COORDINATION WITH II CORPS ADVISORS TO INSURE HELICOPTER TRANSPORT OF RELIEF ELEMENTS TO THE SITE OF AN INCIDENT, IF REQUIRED.

11) IMPROVED INTELLIGENCE EVALUATION AND UTILIZATION.

12) CREATED IN AWARENESS AMONG ADVISORY PERSONNEL OF THE RAILWAY SECURITY PLAN AND THE SIGNIFICANCE OF THE RAILROAD NOT ONLY AS AN ARTERY OF TRANSPORTATION BUT AS A SYMBOL THAT THE GVN SUCCESSFULLY OPERATE THIS EXTREMELY VULNERABLE SYSTEM OF TRANSPORTATION. EMPHASIS HAS BEEN PLACED ON THE FACT THAT THE FRENCH COULD NOT OPERATE THE RAILROAD EFFECTIVELY WITH A FAR GREATER NUMBER OF TROOPS THAN IS PRESENTLY AVAILABLE TO THE MRSS FOR SUCH SERVICE.

13) AS A BY PRODUCT OF THE ACTION IN THE PRECEDING PARAGRAPH THE STATUS OF THE CHIEF, MRSS, II ZONE, HAS BEEN GREATLY ENHANCED AS A RESULT OF INCREASED AMERICAN INTEREST IN THE SECURITY OF THE RAILROAD.

14) CAUSED COUNTERPART TO REQUEST AIRCRAFT FIRING AREAS, IN THE CRITICAL ZONES OF II CORPS TRAVERSED BY THE RAILROAD, FROM EACH COASTAL PROVINCE CHIEF. THE CONCEPT OF OPERATION IN SUCH AREAS IS THAT AIRCRAFT WILL BE ABLE TO CONDUCT FLIGHT PRACTICE AND/OR FIRING DEMONSTRATIONS IN THESE AREAS DURING CRITICAL TIME PERIODS FOR THE RAILROAD AS WARRANTED BY AVAILABLE INTELLIGENCE AND DEGREE OF VC ACTIVITY.

15) CONTRIBUTED TO IMPROVED LIVING CONDITIONS FOR PERSONNEL OF THE MRSS CIVIL GUARD UNITS BY ACTIVELY PROMOTING A BUILDING PROGRAM BASED ON SELF-HELP, ACQUISITION OF SALVAGE ITEMS, AND OBTAINING ASSISTANCE FROM TECHNICAL SERVICE ADVISORS STATIONED IN NHA TRANG.

16) RECOMMENDED A SERIES OF IMPROVEMENTS IN MRSS OPERATIONS NOW PENDING IN RESEARCH AND DEVELOPMENT, MAAG.

17) ACCOMPLISHED NECESSARY COORDINATION FOR AN EFFECTIVE SYSTEM OF HELICOPTER EVACUATION OF WOUNDED FROM TRAIN INCIDENTS.

ACTIONS ABOVE HAVE ENHANCED THE EFFECTIVE UTILIZATION OF ALL AVAILABLE RESOURCES FOR THE SECURITY OF THE RAILROAD. ON THE LIMITED DATA AVAILABLE AND THE SHORT PERIOD COVERED IT CAN NOT BE SAID THAT THIS ACTION OR THAT ACTION HAS DEFINITELY CAUSED A GIVEN RESULT. THE NUMBER OF DAY-LIGHT INCIDENTS HAS BEEN GREATLY REDUCED. THERE HAS BEEN NO MAJOR INCIDENT DURING DAY-LIGHT HOURS SINCE 16 OCT 62, WHEN THE WICKHAM TROLLEY PATROLEY PATROL WAS ATTACKED AT 1630 HOURS. ONLY ONE MINE INCIDENT OCCURRED IN THIS ZONE DURING NOVEMBER 1962. IT CAN BE EXPECTED THAT AS THE MRSS IMPROVES ITS MEANS OF DETECTION, RESPONSE TIME, ETC.,

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THE VC WILL ALSO IMPROVE THEIR TECHNIQUES. ANY ASSESSMENT OF OVERALL EFFECTIVENESS OF THE NOW EXISTING RAILWAY SECURITY PROGRAM MUST TAKE INTO ACCOUNT THE DURATION OF THE VERY FACETS BEING CONSIDERED AS WELL AS ALL OTHER GOVERNMENT ACTIONS WITHIN THE PROVINCES THROUGH WHICH THE RAILROAD PASSES. THE RAILROAD IS A STATIONARY, READILY AVAILABLE, AND ALWAYS IDENTIFIABLE SYMBOL OF THE GREIVANCE. ANY CITIZEN WITH A GREIVANCE CAN, IF HE SO DESIRES, COMMIT AN ACT OF SABOTAGE AGAINST THE RAILROAD. MANY OF THE ITEMS LISTED IN THE ABOVE SUB-PARAGRAPHS HAVE BEEN IN OPERATION FOR LESS THAN SIXTY DAYS, AND CAN NOT AS YET BE PROPERLY ANALYZED.

THE COST TO THE VC IN CASUALTIES IN MAKING AN ATTACK ON A TRAIN WITH THE INTENTION OF LOOTING IT OF VALUABLE CARGO IS BELIEVED TO BE CONSIDERABLY HIGHER AT PRESENT THAN IT WAS DURING JUNE AND JULY, 1962. PRESENT STRIKE AIRCRAFT RESPONSE TIME IN II CORPS IS EXCELLENT AND A CONCENTRATION OF SUFFICIENT VC STRENGTH TO LOOT AN ESCORTED TRAIN WOULD PROVIDE AN IDEAL TARGET FOR SUPPORT AIRCRAFT. DAYLIGHT ATTACKS ON TRAINS BY THE VC IN II ZONE SINCE 17 AUGUST 1962 HAVE NOT BEEN PROFITABLE FROM THE STAND POINT OF ARTICLES CAPTURED, GVN PERSONNEL KILLED, AND TOTAL NUMBER OF WOUNDED.

8.(C) GREATER COOPERATION FROM THE COASTAL PROVINCE CHIEFS HAS BEEN ACHIEVED AND IN THE COMING MONTHS ADDITIONAL IMPROVEMENTS ARE ANTICIPATED. THE DAILY AIR RECONNAISSANCE OF THE RAILROAD IN THE II ZONE BY MOHAWK AIRCRAFT IS A CONSTANT THREAT TO ANY PERSON ATTEMPTING AN ACT OF SABOTAGE DURING DAY-LIGHT HOURS, ON TWO OCCASIONS THESE AIRCRAFT HAVE SUBMITTED TIMELY INTELLIGENCE ON VC ACTIVITIES IN THE COASTAL PROVINCES AS A RESULT OF THEIR SUPPORT OF THE RAILROAD SYSTEM. THE POSSIBILITY THAT THE VC COULD CONCENTRATE A LARGE NUMBER OF TROOPS WITHOUT DETECTION, OR CONSTRUCT POSITIONS FOR SUCH TROOPS IS CONSIDERABLY REDUCED BY FREQUENT LOW LEVEL AIR RECONNAISSANCE OVER THE RAILROAD AND THE IMMEDIATE VICINITY. NIGHT AIR SUPPORT OF THE MISS, II ZONE, IS NOW AVAILABLE FROM VNAF AS WELL AS 23D SW AVN DET. AERIAL PHOTOGRAPHS OF VC SABOTAGE NOW MAKE IT POSSIBLE FOR MISS PERSONNEL AND ADVISORS TO HAVE FIRST HAND KNOWLEDGE OF VC TYPES OF SABOTAGE.

EMPHASIS MUST BE PLACED IN IMPROVING THE SECURITY OF THE TWO NIGHT TRAINS IN II ZONE. THE OPERATION OF THESE TRAINS IS A VERY IMPORTANT DEMONSTRATION BY THE GOVERNMENT THAT IT IS IMPROVING ITS POSITION. FAILURE OF THE RAILROAD COMPANY TO COOPERATE IN IMPROVING THE SECURITY SYSTEM FOR THESE TRAINS MUST BE DEALT WITH FIRMLY. THE DAMAGE TO ROLLING STOCK IN II ZONE DURING NOV 62, CAN BE CREDITED IN LARGE PART TO THIS FAILURE BY THE RAILROAD COMPANY TO ACTIVELY SUPPORT THE RAILWAY SECURITY SYSTEM.

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Monthly Test Report Number 2 -- Mohawk

ANNEX L -- Qui Nhon flight team

ATTACHMENTS

Inclosure L-1 Team composition.

Report L-2 Activities report, Flight
Team #3.

Report L-3. Activities report, Flight
Team #2.

ANNEX L

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ACTIV-AM

Monthly Report Number 2 -- Mohawk

Inclosure L-1, ANNEX L

Composition of Flight Team

On 23 November 1962, a flight team was dispatched to Qui Nhon to operate on a detached basis in direct support of the 9th Division. The team consisted of:

a. Personnel:

Flight team leader	1
Aviators	3
ARVN observers	3
Organisational aircraft mechanics	4
Ordnance Specialists	3
POL Specialists	1
Driver and radio operator	1

b. Equipment:

JOV-1C (Mohawk)	2
3/4 ton truck, w/VRC-10 radio	1
1/4 ton truck, w/VRC-18 radio	1
1200 gallon POL tank truck	1
.50 cal ammunition	3,000 rds
MK VI illuminating flares	12
Bomb carts	2
.50 cal machine gun pods	4

L-1 (ANNEX L)

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L-1 (ANNEX L)

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ACTIV-AM
Monthly Report Number 2 -- Mohawk

Report L-2, ANNEX L

Activities Report, Flight Team #3.

The Commanding Officer, 23d SWAD, required the flight team leaders to maintain daily narrative reports in diary form. The report reproduced here (and the similar report that follows) has been edited only slightly; it is intended that the report retain the flavor of the operations as they occurred -- as recorded by the participants. Each flight team also maintained files of mission request forms and aviators' debriefing forms; these provide detailed information not included in the daily narrative reports.

23 November 1962

HAWK 6 (OV-1C 2706) and HAWK 9 (OV-1C 2709) departed Nha Trang at 0700. HAWK 9 was assigned the mission of railroad Reconnaissance from Nha Trang to the Southern II Corps boundary; HAWK 6 was assigned the mission of railroad reconnaissance from Nha Trang to the Northern II Corps boundary. Both A/C were to proceed to Qui Nhon upon completion of assigned mission. HAWK 6 landed at Qui Nhon at 0830. The respective crews of HAWK 6 and 9 were Capt WARR & Lt DAO and Capt SUMMERS & ASP CUONG. Crew of HAWK 6 were briefed by a representative of FSCC/TOC and departed at 0940 on mission 62-11-200 to evaluate defoliation. A special observer was furnished by FSCC/TOC because of his special training and knowledge of the area. The mission was aborted at 1010 because of inclement weather.

Upon arrival at Qui Nhon, HAWK 6 was refuelled by specialist Henderson from the 1200 gallon 23d SWAD tanker.

At 0935 Lt Taylor, six enlisted men, gear and equipment arrived Qui Nhon via an A/C-1. The enlisted men were quartered with the 178th Signal Company. The quarters consisted of a rotten wood floored tent located in a six inch deep lake. Conversation with the company commander disclosed their new quarters would be ready approximately Monday and there would be room for our men there too. The men were quite happy to learn of this.

The pilots are quartered in the MAAG Compound. The observers are living in the Vietnamese Officers Club.

A phone call to Nha Trang determined that HAWK 9 had returned there due to weather.

A corner of one hanger was obtained to stow the maintenance equipment. The ammunition and flares were also stowed under existing cover.

There are 368 barrels of JP-4 fuel available now in the ESSO fuel dump which is five minutes drive from the airfield. We have placed an order with ESSO for 40 barrels per day. There will be a seven day delay before the first

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L-2 (ANNEX L)

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23 November, 1962 (Continued)

order will arrive. The fuel on hand is sufficient to meet operations requirements until that time.

Plans have been made to perform the railroad reconnaissance mission each morning from Tuy Hoa to the Northern II Corps boundary. Plans have also been formulated for night illumination stand by.

A mission request was received from 8th Trans Co (H-21's) for photographs of an area of intended operations. A check disclosed that photographs of the area had been taken by the 23d SWAD. But we were unable to determine the previous mission number.

The C-123 with 3/4 ton, also HAWK 9, did not arrive due to weather.

24 November, 1962

The first mission of the day was launched at 0900, the earliest weather would allow. Crew consisted of Lt Taylor and Observer in HAWK 6 on mission numbers 62-11-201 and 203, which respectively required flying a special observer furnished by FSCC/TOC to observe certain areas in contemplation of defoliation and photographs of possible helicopter landing sites requested by 8th Trans Co., missions were completed at 1120.

At 1100 Capt Shedden called to inform that an operational immediate safety of flight TWX had been received requiring a one time inspection of all OV-1 aileron push pull rods; that a mechanic was being sent up via TO-1D Aircraft to perform the inspection and that Capt Summers and Asp Cuong were departing Nha Trang for Qui Nhon in HAWK 9.

The G-3 advisor, Major Faith, informed us that during the debriefing of the special observer on mission 62-11-200 it was determined that the observer had overheard Viet Cong on the radio requesting permission to fire at the Mohawk. This was overheard in Area BR 350350. The pilot, Capt Warr, and the FSCC/TOC special observer dpt on mission 62-11-206 at 1130 in HAWK 9. Prior to departure, Capt Warr informed the crew and the maintenance personnel of the grounding of HAWK 6 awaiting required inspection.

HAWK 9 completed mission 62-11-206 at 1345. At 1400 Capt Warr called Nha Trang and determined that the TO-1D had been unable to get to Qui Nhon due to weather. Plans were made with concurrence of Capt Shedden to fly HAWK 6 to Nha Trang, have the inspection completed and return to Qui Nhon. Capt Warr and Lt Taylor departed Qui Nhon in HAWK 6 at 1515 and arrived Nha Trang at 1550. Due to weather and additional time required to repair an in-operative camera, decision was made to remain overnight and return the next day to Qui Nhon. Maintenance and technical inspection completed at 1730.

Meanwhile at Qui Nhon, the senior advisor, 9th Division, Colonel Wallace notified Capt Summers and Lt Cribb of requirement to search the coastal area between Qui Nhon and Tuy Hoa for an overdue Otter from the 18th Aviation Company. Notification was given to Lt Cribb at 1727. Aircraft was readied, flares

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24 November, 1962 (Continued)

hung and HAWK 9 departed at 1750. The search was completed at 1840 with negative results. Pilot was Lt Cribb and Co-Pilot Capt Summers.

The 8th Transportation Company did a very commendable job in furnishing runway lights for the aircraft to land upon returning. Emergency lighting set, vehicles and fire trucks were used to light the runway. No difficulty was encountered in landing because of fine co-operation by the 8th Trans Co., personnel.

25 November, 1962

Due to weather, HAWK 6 was unable to depart Nha Trang at 0630 on the planned railroad reconnaissance enroute to Qui Nhon. IFR flight plan was filed. A/C taxied out but was unable to get ATC clearance because of complete communication failure between Nha Trang and Saigon. HAWK 6 returned to tie down at 0800. The weather improved and HAWK 6 was launched VFR at 0841. There was ground fog precluding the railroad reconnaissance and A/C proceeded direct to Qui Nhon and landed at 0920.

Major Shoemaker arrived Qui Nhon at 1134 in the TO-1D and delivered six cassettes of unexposed film. Major Shoemaker discussed with Capt Harr and Lt Cribb general aspects of the flight team duties and employment and the records being kept.

Major Shoemaker departed at 1435. No other mission activities were conducted today.

The 178th Signal is allowing our enlisted men to use a 3/4 ton truck for transportation, pending the arrival of the C-123, with our own 3/4 ton truck. Constant checks are being made to insure the proper fuel handling techniques are being used, proper 1st ech., maintenance is being performed on the tanker, aircraft and weapons.

26 November, 1962

At 0615, Lt Cribb and Asp Cuong departed on mission 62-11-210, railroad reconnaissance and completed the mission at 0815 with report of negative damage to the railroad. A/C was HAWK 6.

This morning policy was confirmed that the flight team would accept no missions unless approved by FGCC.

By coordination with Major Jones, Artillery advisor, sorties on all missions possible will contact any artillery unit in that area to offer aerial observations and/or adjustment. Pilots are briefed prior to departure on location of any artillery units in their assigned mission sector.

Discussion with the Air Force Liaison Officer, Capt Sheppard, disclosed that Lt Dao is a trained Air Force Observer and appears on a list of Vietnamese

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26 November, 1962 (Continued)

Officers authorized by the President to request and control air Strikes.

Capt Summers and Asp Cuong departed at 0930 on mission number 62-11-212 in HAWK 9. Mission was completed at 1100. Lt Taylor and Lt Dao departed at 1030 in HAWK 6 on mission number 62-11-211, Observation was made by observer of 15-20 V.C. in bivouac at BR 299898 and 20 head of water buffalo. Mission was completed at 1235. Capt Warr and Asp Cuong departed at 1230 on mission 62-11-213 in HAWK 9. Power control push pull rod separated on #1 engine. Power remained at 39 P.S.I. and mission was continued until completion. A/C was flown to Nha Trang where the #1 engine was feathered on final approach, landed at 1500 and repaired. HAWK 9 departed for Qui Nhon at 1710 and landed at 1750.

Capt Summers and Lt Dao departed in HAWK 6 at 1315 to join 2709 on mission 62-11-216. Hazards of a suspected VC quad 50 cal platoon in the area warranted 2 sorties. The delay in HAWK 6 departing was necessary to allow the observer to eat.

Due to the time lost by the observer during meal time and the amount of hours required for them to be in the air every day, a request was made to C.O. 23d for an additional observer. Indications are he will be forthcoming.

Upon completion of 62-11-213, HAWK 6 proceeded on mission 62-11-214 which was observation escort for an O-1A. Mission was completed at 1500. A/C continued on 62-11-215 and completed at 1700.

A total of 12:45 hours were flown by both A/C.

27 November, 1962

An experiment was conducted dropping propaganda leaflets from the speed brake wells of the Mohawk. First drop was of 5,000 2X3 cards and 5,000 6"X8" leaflets from 8000 feet. Speed brakes were extended several times and air craft yawed to assist in exit of leaflets. All leaflets successfully exited without difficulty.

The second drop was made of the same type and amount of leaflets, but speed brakes were extended only once and aircraft wasn't maneuvered in any way. All the cards successfully exited and all but approximately 150 leaflets exited. The second drop was photographed by a second Mohawk using oblique angle camera settings of 30 degree at 150K. Distribution area was estimated at 100,000 square meters.

Loading was accomplished by cranking one engine and activating speed brakes open. An open lock was used to secure brakes while loading. When lock was removed and close switch activated, the brakes closed very slowly as compared to the dangerous slam that occurs when both engines are running.

A total of 8:35 hours were flown today.

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27 November 1962 (Continued)

A total of 8:35 hours were flown today.

The low utilization was due to HAWK 9 setting on the ground at Tuy Hoa for 5 hours waiting for the 8th Trans Co to be given the command to launch the helicopter operation. HAWK 6 was down for change of GRUMMAN gear box seal but rain precluded the change and HAWK 6 was launched at 0840 on first mission.

E-5 Laramore was returned to Nha Trang for X-Ray by HAWK 6, A/C remained overnight at Nha Trang.

Capt Warr and Lt Dao departed at 0610 on mission 62-11-218 in HAWK 9. A/C flew direct to North II Corps boundary and circled for five minutes until it became light enough to see the railroad tracks. The RR recon was then flown South to Tuy Hoa and landed at 0720 to wait for mission 62-11-219, observation of a helicopter operation. HAWK 4 with Lt Fannin and Asp Binh arrived from Nha Trang at 0755 to participate in mission 62-11-219. The 8th Trans TO-1D checking on weather check did not arrive until 0840. On arrival the TO-1D, Pilot, Capt Gillingham, reported a 300 foot ceiling and 1 mile visibility in the target area. Because of the weather, the choppers from Qui Nhon did not arrive until 1120. A short briefing was held in which word was given that the T-28's weren't coming. Take-off at Tuy Hoa was finally made at 1225. Mohawk arrived in target area as first lift touched down. At 1240 no fire was reported received by the helicopters. At 1300 HAWK 9 passed over the ARVN troops at approx fifty ft altitude and about 300 yards to the front passed over 6 VC hiding behind some bushes. The Mohawk being so low gave them quite a surprise. Two VC were observed by Capt Warr and Lt Dao firing at the plane. A 360 degree turn was made, guns were armed and a slow (140K) run was made from 800 feet altitude as the VC disappeared into the trees. 120 rounds were fired into the trees. Capt War reported the occurrence to Council 6 (Col Baldy) who was in the UH-1 over the area. Troops were directed into the area and the ground troops reporter to Lt Dao that 1 VC was found dead and one wounded was taken prisoner. The occurrence took place at coordinates BQ 040655. At 1325 two VC were observed by HAWK 9 6000 meters East of the above location. Three passes were made over them as low as 10 feet but all they would do is try to hide by lying down prone in a rice field. This was reported to the ground troops by Lt Dao. Both A/C departed the area at 1345 and returned to respective stations. HAWK 9 landed Qui Nhon at 1400. It was thoroughly inspected for bullet holes but no damage was found.

At 0940, HAWK 6, departed on mission number 62-11-217 with crew, Lt Taylor and Asp Chong. Many landmarks, trail obstacles, one road block, and a possible VC outpost were observed and photographed during the mission. HAWK 6 completed mission at 1110.

Missions 62-11-220 and 62-11-221 were leaflet missions requested by Psy War and conducted as directed. Earlier in the report, 62-11-222 was an admission to get camera fixed in HAWK 6 and return Laramore for X-Ray. Film was also sent to Nha Trang for developing.

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28 November, 1962 (Continued)

The CO of the 8th Trans talked to Capt Warr and Lt Cribb about the operation of the flight team from Qui Nhon. He was concerned about flight following of the A/C. We assured him we had our own adequate flight following. We are continuing to file with the jeep. He did promise to make a conex container available to us for line equipment storage.

The ex-listed men moved into new quarters with the 178th Signal. Their living conditions are now satisfactory.

A total of 01 + 10 hours were flown.

29 November, 1962

No sorties were flown due to extremely bad weather and typhoon warnings.

30 November, 1962

At 1315 hours received a request to check out a report of 200 V.C. at BR 925015. In spite of low ceilings, high winds and typhoon warnings, HAWK 6 with Lt Cribb and Lt Dao and HAWK 9 with Capt Warr and Asp Cuong were launched at 1335 on mission 62-11-244. A thorough search was made of the area without spotting anything suspicious. Mission was completed, on returning to Qui Nhon HAWK 6 took pictures of the harbor facilities as requested by Capt Shadden in phone conversation with Capt Warr.

A total of 02 + 50 hours were flown.

1 December, 1962

HAWK 9 with Capt Warr and Asp Cuong departed at 0910 on mission 62-11-235 for railroad reconnaissance. Mission was completed at 1030. Without landing a link up was made with the CO of the 8th Trans Co., who was flying in TO-1D and accompanied him on an observation and possible photo mission #62-12-238. HAWK 9 landed back at Qui Nhon at 1130.

Mission 62-12-236 was requested by 23d Operations to fly a nose wheel tire to Pleiku for HAWK 2. HAWK 6 with Lt Taylor and a mechanic departed at 0930 and returned at 1230.

HAWK 9 with Lt Cribb and Capt Hean departed at 1150 on mission 62-12-239 to check out a report of 200 V.C. He was joined at 1300 by HAWK 6 with Capt Warr and Asp Cuong. Mission was completed at 1500 by HAWK 6 which departed the area on mission 62-11-231. HAWK 9 landed at Qui Nhon at 1520. HAWK 6 completed mission 62-11-231 at 1555.

Lt Taylor and Capt Hoan took off at 1620 in HAWK 9 on mission 62-11-224, dropped 8,000 leaflets and returned at 1720.

A total of 9 + 05 hours were flown.

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3 December, 1962

HAWK 6 with Capt Summers and Lt Dao departed at 0820 on mission 62-12-240, railroad reconnaissance. Mission was completed at 1030. Upon returning inspection revealed grumman gear box leaking excessively and A/C was grounded for change and work began at 1200.

Lt Cribb and Lt Dao departed at 1040 on mission 62-12-241 and returned at 1125.

Capt Crawford and Lt Olds arrived in HAWK 2 at 1200 with the pay, a list of maintenance items, one cassette of film, reports, and a party invitation was sent back with them. HAWK 2 departed at 1400.

Lt Taylor and Asp Cuong departed in HAWK 9 at 1420 on mission 62-12-243 and completed same at 1555.

Work was completed on HAWK 6 at 1500. Intermediate inspection was pulled on HAWK 9 this afternoon at 1600.

A total of 4 + 30 hours were flown.

3 December, 1962

At 0135 Col Wallace woke up Capt Warr and requested a Mohawk to accompany an HU-1 for an emergency night flight. Two MK VI flares were rigged on HAWK 6 and at 0230 Capt Warr and Lt Dao departed Qui Nhon to accompany an HU-1 to Van Canh for the purpose of evacuating wounded special forces personnel. Navigational aid was given to the helicopter enroute to Van Canh and upon arrival the Mohawk dropped a Mark VI flare which provided sufficient light for the helicopter to make a landing. The Mohawk circled while the wounded personnel were evacuated then accompanied the helicopter back to Qui Nhon at 0315.

Flight team #3 was replaced at Qui Nhon by Flight team #2 which arrived via AC-1 at 1100 hours. All personnel were replaced with the exception of one ordnance specialist and Lt Cribb who stayed until 4 December to provide orientation of new flight team and to facilitate continuity of support. All equipment including A/C remained at Qui Nhon.

Flight team # 3 returned to Nha Trang at 1230 via the AC-1 that brought Flight team # 2 to Qui Nhon.

Col Wallace, senior advisor 9th Division, personally extended most favorable comments concerning the support and the professional military bearing of the 23d personnel.

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Monthly Report Number 2 -- MOHAMK

Report L-3, ANNEX L

Activities Report, Flight Team #2

1. Flight Team #2 arrived at Qui Nhon, Vietnam, 031110 December 1962 and relieved Flight Team #3 of the mission of providing direct support to the 9th Division. Initially EM billeted with Sig Unit here. 5 December 1962 EM moved to 8th Trans Co., billets. Officer's billeted with M.A.G.

2. Operations: 4 December, 1962

ACFT 2707 - Departed 0700 on weather recon of Helicopter LZ's. Returned 0745, reported weather good, ceiling 1800 broken, 3000 overcast. Sight activity in landing zone.

ACFT 2706 - Both aircraft departed 0900 with 16 helicopters. Helicopters were observed into LZ area. No fire on aircraft observed or reported. No activity observed in LZ area. Aircraft remained in LZ area until 1135 hrs. Sighted four men moving north about 2 miles from LZ. They darted into underbrush as A/C passed overhead. Observers suspected they were V.C. They were not carrying weapons.

Operations: 5 December, 1962

ACFT 2707 - Departed 0710 to locate five friendly ARVN units that had lost radio contact with parent unit headquarters. Units were located and radio communications were re-established with parent unit headquarters. Units were located and radio communications were re-established with unit headquarters. A/C made rendezvous with Med Evac Helicopter.

ACFT 2706 - Departed 1250 for BS 750080. Gave continuous observation of general area. Observed a man easing along edge of small house at BS 725080. He acted as if no one had sighted him. Reported this to ground unit in area. Returned at 1405.

ACFT 2706 - Departed 0820 for Leaflet drop, Visual observation, and railroad reconnaissance enroute to target area. Dropped 5000 leaflets at BS 7923, wind was strong and leaflets scattered over a wide area, continued on to BS 725080, where FSCC had requested observation. Sighted a small number of people running toward jungle. Reported this to ground unit. 2d Bn, 14th Regt requested damage assessment at BS 737067. No damage observed. Returned 1035 hrs.

ACFT 2706 - Departed 1445 accompanying O-1A on reconnaissance of LZ's. Located two LZ's and returned at 1610.

ACFT 2707 - Departed 1610 with convoy enroute to Van Canth. Observed convoy until arrived at Van Canth. No incidents observed

L-3 (ANNEX L)

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L-3 (ANNEX L)

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Operations: 5 December, 1962 (Continued)

Returned at 1725 hrs.

Operations: 6 December, 1962

- ACFT 2706 - Departed 0800 to observe Arty fire. A/C contacted Arty unit but no targets were observed to fire on. Continued observation of target area until 1105 hrs, An Lao Valley area.
- ACFT 2707 - Departed 1300 hrs to observe two helicopters enroute to and from the An Lao Valley area. Returned 1445 hrs. No unusual occurrence. While in An Lao Valley area contacted ground unit and they had nothing at that time.. From 1445 hours aircraft performed photographic mission of seven different targets. Returned at 1515 hours.
- ACFT 2706 - Departed about 1400 hours for Nha Trang. Aircraft was weathered in at Tuy Hoa. Remained at Tuy Hoa over night, and continued trip to Nha Trang following day.
- ACFT 2707 - Departed 1640 hours for Tuy Hoa. Checked on aircraft that was weathered in. Security was provided for it and 07 returned to Qui Nhon at 1740 hours.

Operations: 7 December, 1962

- ACFT 2707 - Departed 0830 for observation and artillery adjustment. 6 rounds fired by B Btry, 9th Fld. Results were not known. Continued observation of the of the target area. Returned 1230 hrs. There was a 1 + 40 stop-over because of weather.
- ACFT 2706 - A/C departed 1340 hrs. Observed two H-21's & 1 L-19 to BR 7967 on resupply mission. Afterwards went to BR 650720 and continued observation of that general area. Report received from 1st Bn, 14th Regt indicated no contact with enemy. Nothing sighted.
- ACFT 2707 - Departed 1620 on an immediate observation mission. A/C was over target 13 minutes after receipt of request. 2 platoons of V.C. were reported operating in target area. Nothing was sighted. Remained in area until 1720 hours.

Operations: 8 December, 1962

- ACFT 2707 - Departed 0800 for observation of An Lao Valley area. A/C was to observe Arty results and adjust it if it did not strike the desired target area. Aircraft was struck by enemy ground fire and returned to Nha Trang at 1020 hrs.
- ACFT 2709 - Departed 0800 on photographic reconnaissance. A/c arrived

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Operations: 8 December, 1962 (Continued)

in An Lao Valley area at 0825 hrs. Received call from 07 that he had been hit. Observed enemy in vicinity of BS 730185. Both aircraft returned fire upon enemy that were continuing to fire at both aircraft. Returned to Nha Trang with photos. Came back to Qui Nhon at 1330 hrs.

ACFT 2709 - Departed 1530 with L-19 for visual reconnaissance of helicopters LZ's. Located LZ's and returned at 1700 hrs. No unusual occurrences.

Operations: 9 December, 1962

A/C did not fly. No missions were requested. One A/C flyable. 06 radio's being worked on. All radio's repaired except VHF. Decided to keep aircraft even though VHF was not operating.

Operations: 10 December, 1962

ACFT 2709 - Departed 1015 hrs to observe helicopter on Med Evac mission. Two trips were made and A/C observed both. Returned at 1140 hrs.

ACFT 2706 - Departed 1325 hrs for observation at BS750170. Observer reported seeing suspected VC jump from tree and run into jungle. Was unable to contact Full Moon 50 (US Advisor) on radio.

Operations: 11 December, 1962

ACFT 2709 - Departed 0730 for observation of LZ's and after helicopter landing continued observation North of LZ's. No VC were observed north of area. Aircraft made two sorties. 0825-1000 and 1155-1345. During the intermediate period another aircraft was covering the target area.

ACFT 2706 - Departed 0915 hrs to make weather observation of LZ area. Returned 1010 hrs. Weather was not good enough for helicopter operations. Departed again at 1215 hrs for observation of target (LZ's) area. Returned 1525 hrs. Nothing unusual observed.

ACFT 2706 - Departed 1700 hrs for Nha Trang. Repair of Radio's. Aircraft remained at Nha Trang over-night.

Operations: 12 December 1962

ACFT 2709 - Departed 0700 hrs for weather recon of helicopter LZ's. Weather was good except for scattered stratus in vicinity of LZ's which possibly could move over and obscure the LZ's.

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Operations: 12 December 1962. (Continued)

It was decided that the Helicopters could land and the operations was started. Returned at 0735.

- ACFT 2706--- Departed 0705 for recon of railway from Tuy Hoa North to II Corps boundary. Pilot reported all bridges intact and sighted no unusual activity along railroad. Returned at 0755.
- ACFT 2709--- Departed at 0730 for observation of operation via BS 8319. Contact was made with ground unit; They reported no contact with enemy and had nothing for us. Made rendezvous with two H-21's at Phu Cat, observed them enroute on resupply to BR 7988. Returned 1030 hrs.

Operations: 13 December 1962

- ACFT 2706--- Departed 0705 on observation and artillery adjustment mission. Adjusted 4.2 inch mortar fire at BR745970. Returned 1020. Departed 1325. Dropped 5000 leaflets in area bounded by BS750410, 756565, 655505, 660455. Drop made at 8000 feet MSL, two miles north of target area. Wind carried leaflets into the target area with a good spread. Acft continued on observation mission in An Lao Valley. Contacted ground unit and checked several coordinates with negative results. Returned 1645 hrs.
- ACFT 2706--- Both aircraft departed 1940 for night flare drop at
ACFT 2709--- coordinate BS775145 and BS815129. Weather in vicinity of targets was overcast with tops about 4500 feet. Aircraft homed in on target by use of FM homer. Dropped first flare at 2100 hrs with succeeding drops at 10 minute intervals thereafter until 4 flares had been dropped. Ground station stated that the flares were over the target but that they could not see very far because of intense ground fog. It is believed that flares were not effective because of ground fog.
- ACFT 2709--- Departed 0810 on railroad recon from Tuy Hoa north to II Corps boundary. Observed two northbound trains which were moving without incident. Departed Railway at Corps boundary and proceeded to BS800175 to perform visual damage assessment for 2d Bn, 14th Regt. Observed two houses burning and fire throughout the target area. Saw 20-30 men in two groups moving south down mountain vic BS332220 and reported this to 2d Bn, 14th Regt. Returned 1010. Departed 1310. Dropped 5000 leaflets in an area bounded by coord BR700590, 798680, 720690, 800590. Drop altitude 8000 feet; speed 150 knots, Leaflets struck left antenna (FM) and it was broken. Left the drop area enroute to BR510490 for observation and artillery adjustment. Was adjusting artillery

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Operations: 13 December, 1962 (Continued)

fire when received radio call diverting aircraft to another mission. While enroute to the new target area aircraft developed hydraulic leak. Returned immediately to Qui Nhon. Aircraft was grounded for inspection of the hydraulic system. Later it was decided to return the aircraft to Nha Trang where better facilities were available to work on it.

Operations: 14 December, 1962

ACFT 2707 - Departed 0710. Observation mission in the An Lao Valley. Continuous radio contact with ground units. Checked several groups of huts but observed no personnel. Diverted to provide observation for 8th Trans Co TO-10. Remained with him until A/C 2706 entered area. Returned 1045.

ACFT 2706 - Departed 1020. Relieved A/C 2707 on above mission. Then took 90 photographs at coord BS680210, 635195, 640165, 630115, 635065, 670055. Delivered film to Nha Trang for processing. Returned 1235.

ACFT 2706 - Both aircraft departed 1930 for night illumination mission at BS805195. A/C 2706 dropped first flare at 2000. It was a dud. 2707 dropped a flare immediately afterward and five successful flares were then dropped by the two aircraft at intervals of three minutes. Radio contact with ground unit confirmed that the flares were on target.

Operations: 15 December, 1962

ACFT 2707 - Departed 0650 for observation mission vicinity BS805205. Contacted ground unit on arrival in area. Provided continuous surveillance but no enemy sighted. Reported progress of friendly troops operating to the north to the major ground unit. Returned 1020 hrs.

ACFT 2706 - Departed 0615 to recon possible helicopter LZ's at BS621184 and 621055. Made thorough check and reported that there were no obstructions to helicopter landing in the LZ area. Also many small houses in the area. Returned at 1035 hrs.

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Monthly Test Report Number 2 -- Mohawk (C)

Report M-1, ANNEX M

Reports of missions during which defensive fires were delivered.

MISSION 62-11-1. Take off 010655 Nov returned Nha Trang 011330 with stops at Qui Nhon and Tuy Hoa. The pilot, Capt Summers and his ARVN observer were briefed at Qui Nhon by the 9th Division G-3 Advisor. Mission - observe suspected V.C. bivouac area and adjust artillery fire on targets observed, photograph any suspected V. C. installations or material observed. At 010900 a call was received from an ARVN artillery unit to proceed to coordinates BS 744040 to adjust artillery in support of an ARVN infantry attack up a mountain slope. Artillery fire was adjusted by the ARVN air observer for 1 hour + 10 minutes. On several occasions while conducting fire, ground units called the AO-1 crew and told them they were being fired upon. At 011045 the Mohawk crew observed two V. C. with weapons pointed at the aircraft. A firing run was made. Both .50 cal guns jammed, after approximately 25 rounds were fired from each gun. The aircraft was not hit and it is doubtful if the V. C. were hit.

MISSION 62-11-5. Take off 011200 Nov returned Nha Trang 011600 November with stop at Qui Nhon. The pilot, Lt Hutchinson, and his ARVN observer were briefed at Qui Nhon by the 9th Division G-2 Advisor. Mission - Day photo of a burned out village, target located at coord BS 750040. While over the target area the ARVN Bn CO working in this area advised the observer in Lt Hutchinsons aircraft that he was observing V.C. firing on the aircraft from position, coord BR 980912. The crew identified the personnel and made two firing runs. After the second run the Bn CO stated the V.C. were fleeing and still firing on the aircraft. The .50 cal gun on station #2, left wing, expended the entire 100 rounds. The gun at station #5 malfunctioned after 15 rounds. The aircraft was not hit. Enemy losses were not known but it is believed they sustained a few casualties.

MISSION 62-11-2. Take off 021315 Nov - Returned Nha Trang 021715 Nov. The pilot, Capt Comer, and his ARVN observer, Asp Luong, were given a day photo mission of targets at coord BR 570850 and BR 960922. At 1522 hrs a V. C. platoon or company was identified by Capt Comer at position, coord BR 960922. Both the pilot and observer identified the V.C. firing on their aircraft. All 200 rounds of .50 cal were expended on this target. The V.C. were dispersed into the jungle. A ground party picked up three V.C. bodies which were killed by fire from the Mohawk.

MISSION 62-11-81. Take off 181225 Nov. Returned Nha Trang 081525 Nov. No intermediate stops. Mission: To photograph a four kilometer square area in III Corps. While returning from the target area at low level the pilot, Capt Keyes, observed two men in a sampan with rifles pointed at him at coord YT 462380.

ANNEX M

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At the same time the observer, Lt Dao, pointed and called V.C. Capt Keyes made several firing runs. The two V.C. were last observed floating in the stream, face down.

MISSION 62-11-219. Take off from Tuy Hoa: 271225 Nov. Returned Qui Nhon 271400 Nov. Mission: To provide observation for a helicopter borne operation of the 47th Regiment in Phu Yen Province. The Mohawk arrived over the landing as the first helicopter lift touched down. At 1240 the transport helicopters report that no hostile fire had been received. At 1300 Capt Warr passed over the ARVN troops at an altitude of approximately fifty feet. At a point 300 yards in front of the ARVN troops both Capt Warr and the observer, Lt Dao observed 6 V.C. hiding behind some bushes at BQ 040655. Two of these were seen firing at the aircraft. A 360 degree turn was made, guns were armed and a slow (140 knot) run was made from 800' as the V.C. disappeared into the trees. One hundred and twenty .50 caliber rounds were fired into the trees. Capt Warr reported this occurrence to Col Baldy who was in an HU-1 over the area. He directed ground troops into the area who reported to the observer that 1 V.C. was found dead and one wounded V.C. was taken prisoner.

MISSION 62-12-268: Take off, Qui Nhon: 080810 Dec. Returned Nha Trang 081010. Mission: Visual observation in An Lao Valley, Binh Dinh Province. Aviator, Lt Hutchinson, Observer, Asp Luong. While outbound to the target area radio contact was made with the 9th Division FSCC by the observer. Upon entering the valley, radio contact was established with the ground unit and also with Mohawk 2709 which was on a photo mission in the same general area. The ground unit said they had no specific observation targets and requested general surveillance of the valley. After flying as far up the valley as possible the aircraft descended to return down the valley at low level. Just as the descent was completed and the aircraft had leveled out the aircraft was hit by ground fire. This occurred at 0903 hours at coord BS 730185. Lt Hutchinson delivered .50 cal fires into the trees where the V.C. fled. Both guns worked satisfactorily and 200 rounds were expended. Mohawk 2709 arrived in the area and adjusted 4.2 mm mortar fire into the area. Lt Hutchinson returned to Nha Trang to check the damage to the aircraft. The observer received a slight scratch on his right leg from the round which entered the cockpit. The effect of the Mohawk defensive fire is unknown.

MISSION: 62-12-196. Take off, Nha Trang, 120810 Dec. Returned Nha Trang 121715 Dec. Mission: To make visual damage assessment of fifteen targets which had been fired on by artillery the night before, and to adjust artillery fire on targets designated by the District Chief. These targets were furnished to the Mohawk crew, Lt Taylor and Asp Cuong by radio from the battery in accordance with the pre-operation briefing which was conducted at Fleiku. While checking an artillery target at low level at coordinates AR 943588 Lt Taylor observed small arms flashes and saw three V.C. at a point where a trail entered the forest. He returned fire with .50 cal machine guns. One gun operated properly but the other malfunctioned after approximately 20 rounds had been fired. The Mohawk was not hit. At mid-day the aircraft returned at Qui Nhon for refueling and arming, arriving back at the target area at 1420.

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Monthly Test Report Number 2 -- Mohawk (C)

Report M-2, ANNEX M

Mission Nr: 62-12-139 Date Flown: 4 Dec 62 Take Off: 1430 Return: 1550

Mission: Railroad reconnaissance south from Nha Trang to III Corps boundary. Crew debriefing: Departed Nha Trang in Hawk 02 at 1430. Observation of railroad was made from Nha Trang South to Soui Van. No damage was observed. A direct route was taken on return to accomplish Mission Nr 62-12-137. At coordinates NN 785425 approximately 2 platoons of VC were observed lying in a clearing. Apparently most were asleep. Some were sitting up and a few were walking around. All appeared to have shoulder weapons. There were at least five women among them. There was no uniformity of their clothing. Initial pass-over was made at 1000' and 180 knots. An immediate turn was made for another observation run, but upon returning everyone had disappeared. Several more passes were made over the area without seeing anyone. Just prior to our seeing the large group of personnel a manmade water storage hole had been observed approx 100 yards north around which were three people and 2 oxen hitched to a cart. Closer observation of this area revealed the people had disappeared and on the cart were approximately 10-20 large bags suspected to contain rice. In addition the following observations were made over the area: Beside the oxen cart was a water well, under the trees around the field where the people were lying were about four houses. In the fields were potatoes, corn and rice being planted and cultivated. Based on these observations and discussion with Lt Dao, my observer, it is suspected that this is a V.C. headquarters of relatively permanent status.

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M-2 (ANNEX M)

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Artillery destruction missions were adjusted on seven targets, which consisted of groups of V.C. structures. Approximately 50 V.C. structures were destroyed. 64 damage assessment photos were taken. The Mohawk crew discovered a canoe-group of V.C. structures at coord BR 162465. This was reported at Hq, II Corps at the debriefing.

NOTE: - The damage assessment photos were delivered to Hq II Corps at 0730 the next morning. The 23d SWAD was informed that based on these photos ground parties were sent into the area on 13 December and recovered 18 V.C. bodies. Three of these were at the point where the Mohawk delivered defensive fires - the other bodies were found among the structures destroyed by the Mohawk adjusted artillery fire.

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Monthly Test Report Number 2 -- Mohawk (C)

Report M-3, ANNEX M

Mission Nr: 62-12-162 Date Flown: 7 Dec 62 Take off: 0930 Return: 1115

Mission: Railway reconnaissance south from Nha Trang to III Corps Boundary.
Crew debriefing: Departed Nha Trang southbound at 0928. The following observations were noted:

1. South Bound train at BP920520
2. 15 man work crew at BP940080
3. 15 man work crew at BP920900
4. Southbound train at BP770850
5. Train stopped at Thap Cham
6. 8 man work crew at BN520470
7. Northbound train at BN340450
8. A work train stopped at Song Mao
9. Northbound train at BN220430
10. 15 Man work crew at AN750140
11. Passenger train stopped at Moung Man
12. Two northbound trains at ZT210095
13. One northbound train at ZT130080

Reached Song Phan and turned north at 1020. Returning to Nha Trang at altitude we confirmed all observations except Nrs. 1 and 3. The observer talked with the stations at Thap Cham and Moung Man.

M-3 (ANNEX M)

M-3 (ANNEX M)

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ACTIV-AA

Monthly Test Report Number 2 -- Mohawk (C)

Report M-4, ANNEX M

Mission Nr: 62-12-156 Date Flown: 6 Dec 62 Take Off: 1049 Return: 1310

Mission: Photograph derailed train at coordinates AN 749180

At 1034 hours, operations Officer contacted Lt Taylor informing that he had just received an immediate mission. At 1039 hrs, mission briefing was completed. Pilot and observer had secured their flight gear and went to aircraft. Pilot pre-flighted aircraft and printed mission number on camera data plate. Aircraft was started at 1043 hrs and taxied out at 1044 hours. Pilot was unable to contact tower to acquire immediate takeoff clearance after runway was clear. Approximately four minutes were lost due to delay in being cleared for the takeoff. Aircraft 2704 took off at 1049 on mission to secure pictures of derailed train at coordinates AN749180. After climb out and enroute to target at 3000 feet, a freight train was seen moving south at 1120 hours from coordinates BN690580. We proceeded toward target and saw another train moving South from coordinated BN440450 at 1130 hours. We dove down to look over train and upon inspection, found to be a passenger train and a decision was made to recon tracks South from this point to target. Aircraft proceeded along tracks at approximately 50 to 100 feet altitude. At coordinates BN000345, 1137 hours, spotted one rail broken loose from bed and laying aside of cross ties. A red flag was observed approximately 200 feet Northeast of this spot, sticking up between tracks, also there was a railroad worker. Further on down the tracks at 1140 hrs, at coordinates AN 925290, a man was observed standing between rail and apparently prying rails loose with some sort of pry bar. I immediately banked the aircraft and made a tight 360 degree turn, on return over this site, the man had disappeared. This individual was wearing light colored clothing with typical Vietnamese straw hat. An attempt was made to locate this individual, but with no success. My observer, Asp Cuong, reported the loose rails by radio to a train station in the vicinity. Moving further down the tracks, a man with a red flag was observed walking Northeast on tracks at coordinated AN875255. At coordinates AN815210, observed a push cart NE on tracks. (apparently going to repair tracks at BN 000345). Proceeding on down tracks, train derailment was located at coordinates AN749180 at 1145 hours. A run of vertical pictures were taken from 100' and two runs of oblique pictures were taken from East side of the tracks at 30 degree and 15 degree oblique. One run was taken from East side of the tracks at 30 degree oblique. After pictures were taken, aircraft proceeded North along tracks to recon tracks from derailment sight to Nha Trang. Upon passing over coordinates AN 925290, pictures were taken of removed rails at 1205 hours. It was noted that a man carrying flag, had arrived on the scene and stuck flag between tracks, North of broken sections. Proceeding on NE at coordinates BN 000345, approximately 2 platoons of Vietnamese Rangers had arrived in area.

Further, North, the passenger train with an armored car has stopped at coordinate BN 085410. The North freight train had proceeded to coordinate BN 515470. All tracks and bridges were OK back to Nha Trang.

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M-4 (ANNEX M)

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Monthly Test Report Number 2 - Mohawk

ATTACHMENTS

Report N-1	Repair parts usage.
Report N-2	Accident Board proceedings.
Graph N-3	Aircraft availability.
Graph N-4	Daily flight hours.
Report N-5	Armament experience data.
Report N-6	Description of damage from small arms hits.

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Repair Parts Usage (U)

Since the test unit arrived in Vietnam on 20 September 1962 the six assigned JOV-1C aircraft have flown a total of 889.5 hours, 168.9 up to 15 October and the remaining 720.6 hours during the test period from 16 October thru 15 December 1962.

Parts usage during this period is shown in the list below. The list does not include common hardware items, and includes only those seals which were a supply problem. Replacement parts required for JOV-1C 62-2708 which was crash damaged on 19 November 1962 are not included.

HIGH USAGE ITEMS

<u>F.S.N.</u>	<u>NOMENCLATURE</u>	<u>AMOUNT</u>	<u>DEFECT</u>
NSN			
*890540-03(P/N)	Canopy Actuators	2	Leakage
2935-772-5610	Oil coolers	10	Req'd by engine change
2620-772-6468	Tires, Main	20	Worn
2620-772-6469	Tires, Nose	7	Worn
1630-1723-0249	Brake assemblies	2	Leakage
1630-1723-0250	Brake linings	180	Worn
1560-796-7074	Oil Tank	1	Cracked
2915-784-5472	Fuel Boost Pumps	2	Burned out
1560-1723-0773	Hydraulic Pumps	1	Leakage
1650-772-0374	Main landing gear cylinders	2	Leakage (Repaired)
1630-797-8608	Parking Brake Valve	1	Leakage
1650-776-1958	Speedbrake selector valves	3	Inoperative
2915-775-7814	Fuel Controls	3	2 Malfunctions 1 Fuel contamination
N/A	Engines	5	Unknown Cause
AN6235-4A	Fuel Control Filters	50	Normal usage
AN6235-3A	Oil filters	30	Normal usage

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<u>P.S.N</u>	<u>NOMENCLATURE</u>	<u>AMOUNT</u>	<u>DEFECT</u>
AN6235-1A	Hydraulic filters	40	Normal usage
69494D348	Prop Dome Seals	22	Normal usage
2840-574-6965 2840-475-6967 2840-475-6966	Oil filter seals	50	Normal usage
	Fuel control filter seals	50	Normal usage
1630-797-8604	Brake disk	4	Normal wear
6685-898-1744	EGT. Harness (Thermocouple)	2	Shorted (5469087G4)
1005-300-5541	Gun, Charger, H50-1E P/N871134	2	Malfunction
UNKNOWN	Harness Assembly P/N200-54185	1	Malfunction
UNKNOWN	Release, bomb rack, AERO 7B-1 D/G # 6J.122C8	2	Malfunction
UNKNOWN	Combination rack, Bomb & rocket- AERO 15C, D/G #58A154R1	1	Malfunction

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On 19 November 1962, Mohawk 61-2708 was damaged in a landing accident at Kontum airstrip. A formal Accident Investigation Board was appointed by Headquarters, U.S. Army Support Group, Vietnam. The board proceedings of this Board are reproduced below:

TAB-H.

BOARD PROCEEDINGS

"The accident investigation board formally convened at 1300 hours 26 November 1962 at Nha Trang, South Vietnam and duties were assigned to members of the board.

This accident occurred on 19 November 1962 and at that time, it was determined that based on a policy established by: MACG/AR-AM, subject, Aircraft Accident Reporting, dated 9 February 1962, exempting the necessity of a formal investigation of accidents occurring to aircraft when involved in a tactical ARVN support mission, this accident did not require an accident board investigation.

On 23 November 1962, the Aviation Officer, MACG requested that an accident board be appointed to investigate the accident.

At the time the board convened the aircraft had been moved, and the airstrip had been improved, obliterating the significant marks made by the aircraft. However, sufficient photos and diagrams of the path of the aircraft and significant measurement were obtained immediately after the accident.

THE ACCIDENT

At 0630, 19 November 1962 Captain Braudis M. Conner, assigned to 23d SPWVR Avn Det, took off from Nha Trang Airfield in JOV-1C (Mohawk) aircraft number 61-2708 with 2d Lt Trau-Trung-Luong of the ARVN as observer.

The mission was an aerial reconnaissance Northwest of Qui Nhon Vietnam after which the pilot was to land at Kontum Vietnam (see Tab 3). On 19 November 1962 the Kontum airstrip was open and operational with restrictions as to usable part of runway (see tab 4).

At 0735, 19 November 1962 the aircraft arrived at Kontum and the pilot executed five (5) low level reconnaissance passes of the strip and then set up a left hand traffic pattern for an approach to the East. The aircraft touched down smoothly approximately fifty (50) yards in from the West end of the runway and the propellers were placed in full reverse, a technique used when landing on strange strips, and this was the first landing of a Mohawk aircraft on this strip.

There were some loose rocks on the west end of the runway, (see tab 7), and as the aircraft rolled across them the nose wheel tire was apparently punctured by a sharp rock (see tab 7). Approximately ten (10) yards beyond the point where the nose wheel tire went flat the nose landing gear began to collapse and disintegrate allowing the props and nose of the aircraft to come in contact with the ground, in which position it came to rest approximately 260 yards from point of original touch-down, (see tab 7).

N-2 (ANNEX N)

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N-2 (ANNEX N)

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The Accident Investigation Board convened at 1300 hours 27 November 1962. All members of the board were present. The first witness called was Captain Braudis A. Comer, pilot of the aircraft.

Captain Comer stated that he made five (5) low recon passes, then set up a left hand pattern for landing to the East and touched down approximately 50 yards from the West end of the runway. He put the propellers in full reverse and at this time all the weight of the aircraft came forward and the nose wheel struck the rocks and immediately went flat with the nose gear then collapsing and the aircraft skidded to a stop approximately 200 yards down the runway. Captain Comer stated that he shut off the fuel switches and the ignition switch, he stated that this was an involuntary reaction and could not remember consciously shutting off the switches, but when the aircraft came to a complete halt and before exiting the aircraft he found these switches shut off. Captain Comer stated that during his low recon he could not detect the rocks which were approximately 75 yards from the end of the runway and that they blended in with the rest of the runway and in fact the area where the rocks were, appeared to be the best area of the whole runway. He also stated that he knew of the construction at the East end of the runway and could see the construction there. This information was received from other pilots who had landed at Kontua Airfield and they had not mentioned that there were rocks on the runway.

Captain Comer was excused from the board meeting and there being no other witnesses the Accident Investigation Board recessed its meeting at 1530 hours after making the following findings, Cause Factors, and Recommendations.

FINDINGS

1. The pilot was on an authorized flight.
2. The airstrip where the accident occurred was operational and open at the time of accident.
3. Weather was not a factor.

CAUSE FACTORS

1. Loose rocks on the west end of the airstrip at point of touch-down pierced the nose wheel tire causing the nose gear to fail.
2. When the propellers are reversed on landing the initial effect is to increase weight on the nose gear caused by inertia of the aircraft and components, and in this case probably was a contributing factor in collapse of the nose wheel tire.
3. Conditions of runway surface was not included in NOTAMS message in existence concerning this airstrip.
4. NOTAMS were not distributed to Aviation Units but were sent to Base Operations which are in many cases inaccessible.

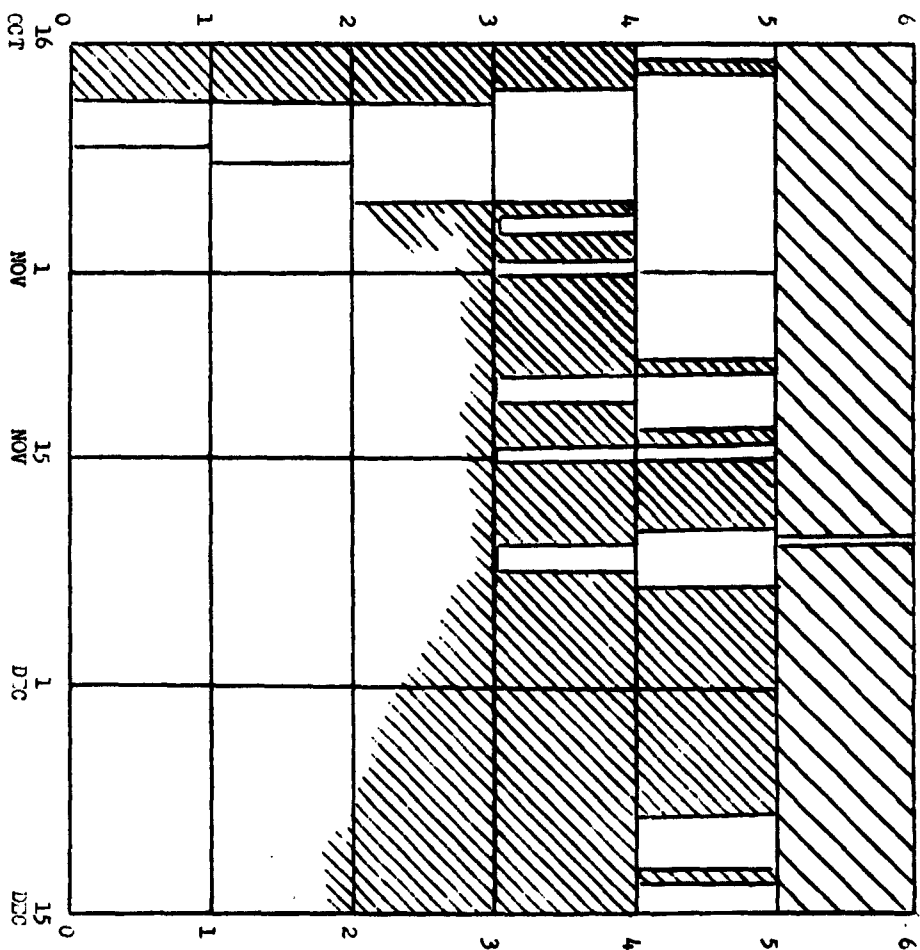
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AIRCRAFT AVAILABILITY

Aircraft 2702 EDP
24 Oct to 19 Nov.

Aircraft 2703 crashed
19 Nov; damage not re-
parable in SW.

All aircraft down for
engine trouble on 20-
22 Oct.



N-3 (ANNEX N)

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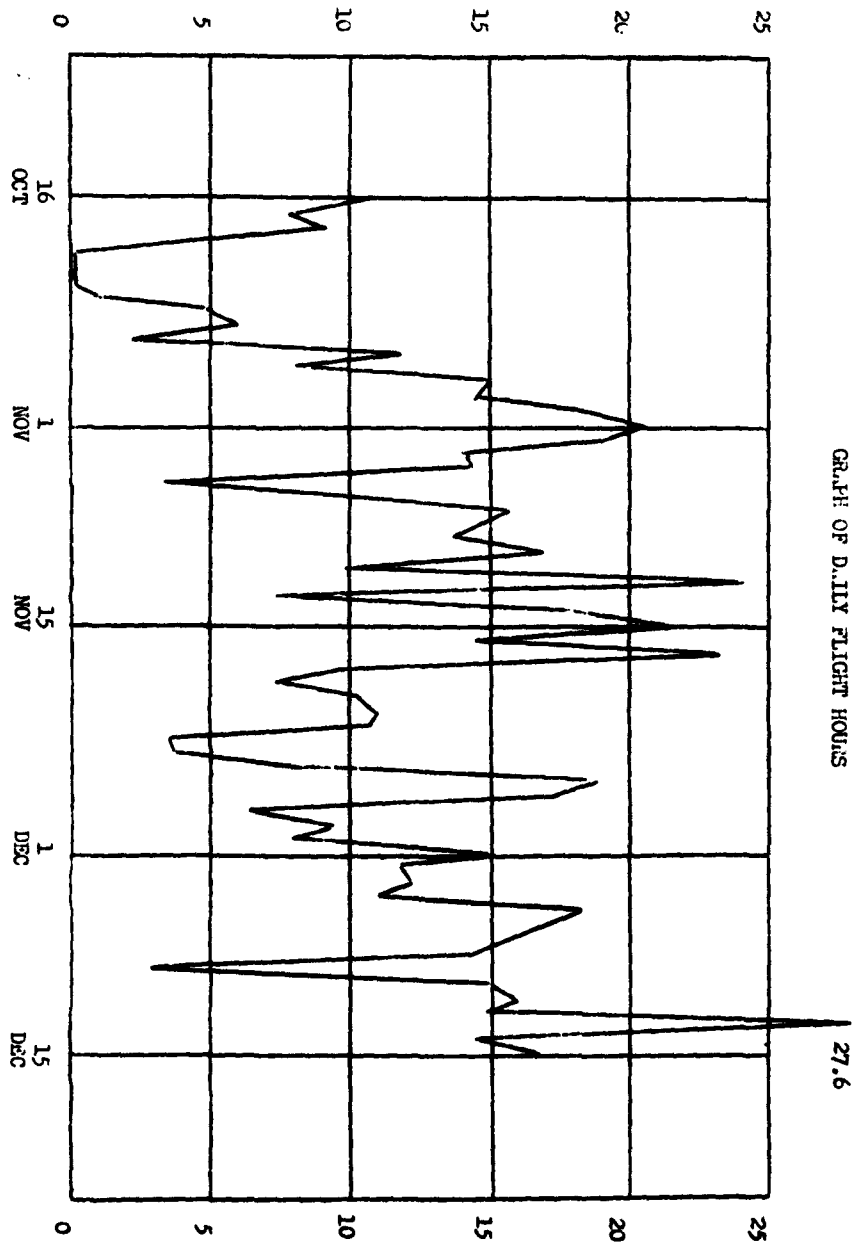
N-3 (ANNEX N)

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RECOMMENDATIONS

1. That NOTAMS be made more specific in regards to surface conditions of airstrips especially when condition is considered to be marginal.
2. That NOTAMS be distributed to all Aviation Units, not just Base Operations.
3. That all pilots be constantly on the lookout for unsafe airstrip conditions and report unsafe conditions to their unit Commanders so that appropriate action can be taken."

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N-1 (ANNEX N)

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N-1 (ANNEX N)

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ARMAMENT EXPERIENCE DATA (C)

1. The total armament experience of the test unit is reflected in the statistics which follow. This includes the pre-operational training period from 21 September to 15 October as well as training and tactical missions from 16 October to 15 December.

a. Machine gun, .50 caliber

Total machine gun training missions	86
Defensive fire missions, .50 cal MG	7
Total rounds fired	14,539
Machine gun malfunctions	26
Incorrect headspace	5
Electric lead wire disconnected	2
Charger out of time	4
Short round	1
Failure to feed	4
Charger malfunction	2
Long round	2
Bolt stud broken	1
Defective firing mechanism (elec)	1
Extractor jam	1
Unknown	3

b. 2.75" FFAR, AERO 7D Rocket packs

Total Rocket training missions	67
Number of rockets fired	1,114
Rocket malfunctions	3

All three malfunctions occurred because the metal firing contact was blown from single rockets during training missions with the intervalometer set for single rocket delivery.

2. Machine guns have malfunctioned nearly 30% of the time. There have been no malfunctions of rockets when the full pack of 19 rockets has been fired in salvo.

N-5 (ANNEX N)

N-5 (ANNEX N)

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Damage Description of Small Arms Hits

On 8 December JOV-1C Nr 61-2707 was struck by two small arms rounds estimated to .30 caliber. One round passed cleanly through the right aileron and was repaired by common sheet metal patches on the top and bottom surfaces of the aileron. The second bullet passed through the window locking mechanism on the co-pilot (right) side and lodged in the co-pilot seat pack. The observer received a scratch wound on the left leg. Repairs were accomplished by a patch in the window locking mechanism, replacement of the ejection seat manual over-ride handle on the observers seat and replacement of both the co-pilot oxygen line and the pitot-static port line on the right side of the aircraft. The seat pack PK-2 was also replaced since the life raft had been pierced.

N-6 (ANNEX N)

N-6 (ANNEX N)

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